

ran to, and to the track between the bridge and entrance to the stables, but he finally got into the road and ran across the Hongkong Football Club Ground, turning into the road leading to the Metropole Hotel.

SAILORS' RACE: First prize, \$25; second, \$15; third, \$10. Once round.

Eleven blue-jackets found mounts, and after a lot of trouble started. Two or three were dismounted going around, but none were hurt.

NOTES ON 1898 RACES.

BY SPECK TATER.

In the way of sport, Hongkong's biggest annual event—the Race Meeting—has come and gone. The day before the commencement rain poured incessantly, and the first day opened with a cloudy sky and threatening rain, and before the ten events were over it came down copiously, fairly drenching those unable to obtain shelter.

As is usual on all such occasions, quiet betting was indulged in, some people finishing up far wealthier than when they started, but others regretting their ill luck. What upset calculations and anticipations to a great extent was the condition of the course, which was decidedly heavy on the first day; but it improved on the second, and was still better, if not ideal, at the wind up.

Owing to the heavy nature of the course no fast times were made, which could not be expected; and, as far as upsets or surprises were concerned, there were several. Perhaps the biggest misadventure as to its result was that of the Derby. The race was not as many starters as in the last, being three less. For days previous Obi was the favourite, although many fancied Aberdeen; but when the race was run and Mr. Buxey's Wild Rose ran in an easy first by eight lengths, the surprise was great indeed. But the win was a popular one, for Mr. Buxey has coveted the honour of being the owner of the winner since 1896. The time—3:29—was far slower than Yenes's at last year's meeting—3:14. Another win also fell to Mr. Buxey, his Meteor Rose securing the Compadore's Cup.

The first race of the day started the surprises, when Captain Lambton's "Ute" won. The pony was considered an entire outsider, but Moller rode him home an easy winner.

A splendid exhibition of riding was given on the same day by Mr. Durkhill, who rode three firsts to the winning post—Mr. Derrick-Hunter's Sandstorm (Victoria Stakes), Ultimatum (Valley Stakes), and Charger (Lusitano Cup).

Mr. Newcome, a new-comer, entered his pony unit for the Encouragement Stakes, but the animal threw Mr. Green before starting and bolted back to his stable, so did not run in that race. It was just as well, for he made but a poor show when running the next day.

Mr. Peel's Yellow Dwarf was a disappointment, for after winning the Maiden Stakes, Master up, the pony made poor running in any of the following events.

For the German Cup on the second day, The Prince was fancied, but although running well right through the race, Messrs. McKie & Gove's Strathmore won a ridiculously easy event by a good twelve lengths, Crawford up.

The winner of the Jockey Cup created a surprise. Out of a field of ten starters, Mr. Lewis's Chaffinch won a hard race by about three lengths, Mr. Owen (a Yokohama jockey, I believe), being the successful rider.

Forest King, owned by a Shanghai gentleman under the name of Ahmoo of Mr. Glendyne, was fancied for the New Cup; but Mr. Buxey's White Rose, the winner of the Derby, beat the northern pony by three lengths—a disappointment to the owner of Scotsman, who created such a surprise by winning the Challenge Cup and the Championship Races at Shanghai last Autumn.

The same owner experienced another reverse in the race for the Tai Yauk Fong Cup, Aberdeen being only able to make it a dead heat with Strathmore. This event caused more excitement than any during the meeting, and spectators loudly shouted the two ponies' names in turn as the animals sped up the home straight.

The Professional Cup was won by last year's winner, the Hon. J. J. Bell-Ing's Pienapple; but, owing to the heavy state of the course, the time was not as good as last year's by 10 seconds. The win was a popular one.

The biggest event on the third day was for the Championship, which brought out twelve starters, and the finish was a grand struggle between Forest King and Tyne. Yellow Dwarf was the favourite, however, but the "Pantomime" did not make a good show, either in this race or for the Ladies' Purse. The positions of the leaders changed considerably until half the distance up the home straight: had been traversed, and then Forest King went to the front; but Tyne, certainly the best pony at the meeting, opened out into his long and grand stride, and beat Mr. Piele's (Mr. Glendyne) Forest King by half a length. Tyne also won the Challenge Cup easily by three lengths. Mr. Hopeful must certainly feel proud in possessing such a splendid racer. Mr. W. W. Cox was the successful jockey on both occasions.

Strathmore won the Governor's Cup with a penalty of 10 lbs., and the performance of Mr. Crawford in pulling off the race with such a penalty is highly commendable. Strathmore won the race last year, and the cup now becomes the property of Messrs. McKie & Gove. Mr. Derrick-Hunter's Sandstorm ran well and secured the much-coveted Ladies' Purse, Mr. Burkill being the successful rider.

Taking everything into consideration, the meeting was very successful, and all the arrangements for the occasion were highly satisfactory, except for the press. For those representing it, nothing was done to help them in any way. Not even a place in which to write; they had to "squat down" in any spot convenient and scribble as best they could. Whilst about it, I may as well "pitch" it into the Club, and I am sure the public will not have a very good opinion of it, when I say that entrance tickets were not sent to the offices. And again, although we are not hard up as to be unable to pay for a lift, the Club does not say, "Keep the dollars in your pocket, newspaper men, and we'll provide for you" or either. "If you feel like taking a little stimulant, the bar is open." The two latter items were not anxious about, but I do think a table and a private place in sight of the toll-takers might be provided, for it is no light work to run here.

and there to obtain necessary information for a report of 30 events.

Name	No. of horses	1st	2nd	3rd	No. of times placed
Mr. John Peel	39	5	7	9	21
Buxey	28	3	6	7	16
Derrick-Hunter	25	5	1	2	8
Messrs. McKie and Gove	10	3	4	1	8
Mr. Glendyne	8	3	4	1	8
Hopeful	11	3	0	1	4
David	13	2	2	1	5
Capt. Lambton	12	1	2	4	7
Mr. J. H. Lewis	13	1	0	1	2
Ellis Kelly	4	1	0	0	1
G. H. Potts	4	0	1	1	2
Tierce	5	1	0	0	1
Or	4	1	0	0	1
Pogose	4	0	1	1	2
Arnold	4	0	0	0	1
Jay	4	0	0	0	1
Nobler Gordon	2	0	0	0	1
Newcome	2	0	0	0	1
Darius	1	0	0	0	1

Table of Jockeys, showing number of races ridden, number of wins, and number of times placed.

Name	No. of races ridden	1st	2nd	3rd	No. of times placed
Mr. Burkill	23	6	1	1	8
Master	24	5	7	7	19
Cumming	19	5	5	3	13
Crawford	16	4	4	4	12
Willeumier	27	3	7	6	16
W. W. Cox	14	3	0	1	4
Moller	16	1	3	0	4
Reynold	13	2	1	5	8
Owen	13	1	0	0	1
P. A. Cox	15	2	0	2	4
Green	3	0	1	0	1
Cruikshank	10	0	0	1	1
Newland	1	0	0	0	1
Walwyn	1	0	0	0	1
McClure	1	0	0	0	1
Riddler	1	0	0	0	1
Rappier	1	0	0	0	1
Keys	2	0	0	0	1
Brace	1	0	0	0	1
West	1	0	0	0	1

Table of Ponies, showing number of races run in, number of wins, and number of times placed.

Name	No. of races run in	1st	2nd	3rd	No. of times placed
Sandstorm	3	3	0	0	3
Tyne	3	3	0	0	3
Yellow Dwarf	4	2	0	0	2
Strathmore	4	2	1	1	4
Strathmore	4	2	2	0	4
Aberdeen	5	2	1	0	3
Jim Crack	6	1	1	1	3
Montebello	3	1	1	1	3
White Rose	4	1	1	1	3
Wild Rose	4	1	1	1	3
Pienapple	4	1	1	1	3
Forest King	3	1	1	1	3
Ultimatum	3	1	1	1	3
Meteor Rose	3	1	0	1	2
Ute	3	1	0	1	2
Rookwood	4	1	0	1	2
Sidra	3	1	0	1	2
Variety	3	1	0	1	2
Douglas	3	1	0	1	2
Century	4	1	0	1	2
Charger	3	1	0	1	2
The Prince	4	1	0	1	2
Danraj	3	1	0	1	2
Blush Rose	4	0	2	0	2
Menel	3	0	1	2	3
Seaweed	3	0	1	2	3
Quemoy	4	0	1	2	3
Rosco de France	3	0	1	2	3
Grasshopper	3	0	1	2	3
Tourist	4	0	1	2	3
Tosin	4	0	2	0	2
Tea Rose	2	0	1	1	2
Quemoyberry	2	0	1	1	2
Jim Crow	2	0	1	1	2
Calangom	2	0	1	1	2
Manistay	3	0	1	1	2
Obi	3	0	1	1	2
Strathmore	3	0	1	1	2
Straightaway	4	0	1	1	2
Traveller	3	0	1	1	2
Tube Rose	3	0	1	1	2
Wood Rose	2	0	0	0	0
Minstrel	5	0	0	0	0
Woodcock	1	0	0	0	0
Athos	2	0	0	0	0
Grief	3	0	0	0	0
Amoy	4	0	0	0	0
Reverell	4	0	0	0	0
The Winner	6	0	0	0	0
Centipede	4	0	0	0	0
Glenmore	2	0	0	0	0
Concession	3	0	0	0	0
Amur	3	0	0	0	0
Bourbon Rose	2	0	0	0	0
Blizzard	3	0	0	0	0
Strathmore	1	0	0	0	0
Unl	2	0	0	0	0
Yenisei	1	0	0	0	0
Orwell	1	0	0	0	0
Earl Marshall	1	0	0	0	0

The Ponies entered for the Races and not run were:

- Mr. Arnold's Queen's Gardens,
- Buxey's Briar Rose,
- Derrick-Hunter's Windfall,
- George's Mulatto,
- do, Wildfire,
- J. H. Lewis's Waggle,
- Medico's Silver Spray,
- St. Andrew's Hawbee,
- W. W. Cox's Dogon-wear,
- Wayfoong's Persimmon.

A PRIZE FIGHT IN AMERICA.

The Lennox Club-house in New York was crowded, recently, by over 3,000 spectators intensely interested in the outcome of 20-round glove fight which had been arranged between Tom Sharkey, who recently defeated Corbett, and Kid McCoy. The match was at catch weights for a purse of \$30,000 and 50 per cent. of all takings over \$30,000. The advance betting was uniformly in favour of McCoy. When, however, the men entered the ring the betting changed to even money. McCoy floored Sharkey twice in the third round, and many then thought he had the sailor at his mercy. This idea was speedily dispelled when the Irishman began to get at his man. In the tenth round McCoy faltered, and Sharkey caught him with a right swing on the neck. McCoy fell to the floor, his head hanging over the lowest of the three ropes. He lay there helpless, looking around imploringly with the referee counted ten seconds, after which he struggled to his feet. Sharkey, not knowing that the time limit had expired, rushed at him again and swung his left on the neck below the jaw. McCoy again fell apparently helpless, but the referee did not trouble himself to count the second time, merely waving his hand to Sharkey to retire to his corner and saying, "I counted McCoy out the other fall. You have won." McCoy struggled to his feet and staggered to his corner, where his seconds, who were awaiting him, placed him on his stool, while Sharkey's adherents almost smothered him with embraces and congratulations.

FOOTBALL.

CHALLENGE SHIELD COMPETITION.

We mentioned in our last night's issue, that the 25th Company of Artillery ought to win the Shield against D. Company of the Welsh Fusiliers, and our anticipation has once more been verified; but it was a close thing, owing to the Artillery not being able to put their best team forward. Some of their best players have left the Colony, and one or two are on the sick list. We have said all along that the 25th Company of the Southern Division Royal Artillery would run up into the final for the Shield; but with so many alterations in the team, we do not expect such will be the case. The semi-final struggles should be fought by the Hongkong Club, F.M.S. Victorians and Powerful. Many think A. Company of the Royal Welsh Fusiliers will have a good look in; if it does, the team will have to show much better play than the other Companies have.

The match yesterday was not what might be called a good one, for there was a lot of bad kicking and poor combination. The first goal was scored by the Artillery from a corner kick taken by Shewell, Walsh being the successful negotiator. At this reverse the Welsh "bucked up" and rushed to the Artillery's goal. After a short attack, Griffiths put the ball through, and equalized matters. The game side became excessively jubilant two minutes later, when they rushed the ball through after strongly assailing Half-time was called not long afterwards, the Welsh then leading by 2 to 1.

The resumption was started in earnest by the Artillery, but the Welsh got the best of the play until Mulvey equalised. Then play became fast and somewhat furious, Wilks on two occasions becoming considerably annoyed at the determined attacks made upon him by Walsh. Nothing more was scored up to the finish of full time, so the referee called a draw. There being sufficient light, the referee ordered twenty minutes extra play—ten minutes each way. The Welsh started the first ten, but were repulsed by the Artillery, who made a determined attack, enabling Robinson to beat Stead under the bar. This put the Artillery one goal ahead, which they held to the call of time, winning the match by three goals to two.

For the winners Jones and Mulvey were the pick forward, and Stead as centre half. The backs were fairly reliable. The goalkeepers on either side saved some difficult shots. Stead on three occasions being particularly brilliant. Matthews and Robinson for the Welsh were prominent in the front division, there being very little to choose between the halves and backs.

The match on Monday between the Hongkong F. C. and A. Company, R. W. E., should be won by the former. Both teams are training hard, and the game will be well worth going to the Happy Valley to see.

RUGBY FOOTBALL.

A hard-fought game was played yesterday on the military ground of the Happy Valley between the Fleet and Garrison. The sides were well represented, but the Fleet won handsomely by 4 goals and 1 try (23 points) to 3 goals (10 points). A great feature of the game was the sterling play of Lewis, who ran in with three tries in succession, on all occasions squirming and twisting through all opposition in real Rugby style. Tomkinson made the best run during the game. Securing the ball back on his own 25, he ran and dodged splendidly right up the field and planted the ball between the uprights. Out of the five tries obtained, he negotiated four into major points. The tries for the Garrison were obtained by Rotherham and Evans, and the two men played a sound game from start to finish.

THE NAVAL PAINTWORK FETISH.

The United Service Gazette says—Any one visiting our great naval ports could not fail to be struck with the almost supernatural cleanliness of the men-of-war that are in commission, compared with their less showy sisters in the Reserve who have not yet put on their war paint, and are in the dingy garb in which they have to run their trials. Take for instance, one of the leviathan battleships of the Channel Squadron. As she lies majestically swinging round her anchor among seven or eight of her mammoth sisters, she is surely a model of what can be done by unlimited labour and lavish expenditure to convert a mass of metal of the most inherently hideous proportions into a thing of beauty which is a joy for so long as this unlimited labour and lavish expenditure is kept up. A little wholesome criticism is not amiss, and it is trusted will not be taken to all reflect on those who have created this high ideal of what a man-of-war should look like. Perhaps it is a little late to lay it down at first the proposition which you are trying to prove. Now it cannot be denied that the sole object of a warship is war and only, and in peace time all efforts should be towards readiness for war. It may be well to see if this is at all impaired, and if anything is sacrificed to appearances. When war comes, which it may at any time, like a thief in the night, of what use would be the polish on the guns and all the decoration of the ship, produced at such a sacrifice of time and labour? What use would it be to feel that the man who, by spending a large private income on the appearance of his ship, has won early promotion among his less wealthy contemporaries? The extreme attention paid to the preservation of paintwork engenders a cautious feeling in the men which destroys all their dash in the work of guns and boats.

A LAKE UNDER LONDON.

London's consumption of water is growing to such an extent that the authorities view the future with some degree of uneasiness. A great scheme for bringing water from Wales is seriously talked about, the principal obstacle in the way of adopting that plan being the enormous expense that would be incurred. But Mr. Walter Morley presents the County Council with an alternative scheme that would cost nothing like the sum the Welsh project would involve, and would, in the opinion of Mr. Morley, be quite as serviceable. Mr. Morley proposes that the County Council should put a huge natural reservoir of crystal water that countless ages has formed in a chalk basin some hundreds of feet below the surface of this city.

It appears that underneath London there is a great lake of pure water. Its greatest known diameter is that between Dunstable in the north and Savoy in the south, which is about sixty-seven miles. Taking the mean dimension each way fifty miles, London has a subterranean watershed covering 3,500 square miles.

A USEFUL RECIPE.

A paste with which wall paper can be attached to wood or masonry, adhering to it firmly in spite of dampness, is prepared as usual of yolk, flour, which, however, are added, after the boiling of 14 grammes of good linseed oil varnish and 14 grammes of turpentine to every 100 grammes.

THE AMENDMENTS TO THE JAPANESE CUSTOMS TARIFF.

The amendment to the Customs Tariff Law, No. 14 of 1897, recently passed by the Japanese Imperial Diet, has now been promulgated as Law No. 18 in the Official Gazette of the 14th inst.

The following clause is added to Article 1:— "Commodities belonging to Class XV. in Section 1, of which the amount of alcohol is 65 per cent. when heated to 15° Centigrade shall be subject to duty according to the rate on alcohol, No. 66, in the Tariff."

Clause 11 of Article V. (articles not subject to import duty):—

"12.—Commodities under Government monopoly imported by the Government."

The following amendments are made to the Import Tariff:—

No.	Ad valorem
69 Alcohol	250 per cent.
112 Phosphorus amorphous	Duty free.
115 Chlorate of Potash	Duty free.
250 Zinc sheet (No. 2 excepted)	10 per cent.
258 Paraffin wax	Duty free.
329 Cigarettes	100 per cent.
380 Cigars and cheroots	100 per cent.
381 Snuff	100 per cent.
382 Cut tobacco	100 per cent.
384 Other manufactured tobacco	100 per cent.
388 Chinese liquors (sake)	100 per cent.
393 Sake (resembling Japanese)	80 per cent.
398 Other spirits (distilled sake)	100 per cent.
399 Other brewed liquors (sake)	80 per cent.

Articles that have been made duty free will appear under the following numbers:—

515 a. Rinkoseki (Phosphoric mineral stone).
518 a. Paraffin wax.
518 b. Chlorate of potash.
518 c. Phosphorus amorphous.
518 d. Zinc sheet (No. 2 exclusively).

The date of the present law coming into force shall be determined by an Imperial Ordinance.

NOTANDA.

CALENDAR.

Meteorological notes based on ten years' observations to 1897.

Barometer.....30.141

Thermometer.....57.3

Humidity.....79.0

Rainfall.....1.76

TO-DAY.

WEATHER REPORT.

On date at 9 a.m. On date at 4 p.m.

Barometer.....30.05

Thermometer.....61

Humidity.....85

Rainfall.....85

TO-DAY.

Saturday, 25th February, 1899.

Chinese—16th of 1st moon of 25th year of Kwang-shi.

Sun—Rises.....6hr. 16min.

Sets.....6hr. 49min.

High water—Morning.....6hr. 30min.

Afternoon.....6hr. 30min.

Low water—Morning.....6hr. 49min.

Afternoon.....6hr. 12min.

ANNIVERSARIES.

1733—Sir Christopher Wren, architect, died.

1841—A price put upon European heads by Lin.

1849—Captain d'Ang and Lieut. Dyer murdered at Wung-ma-ko, Hongkong.

1857—Outbreak of the Indian Mutiny at Benarapore.

1896—Outbreak of bubonic plague in Hongkong.

1897—Unsuccessful attack on Manila by the rebels.

TO-MORROW.

Sunday, 26th February, 1899.

Chinese—17th of 1st moon of 25th year of Kwang-shi.

Sun—Rises.....6hr. 14min.

Sets.....6hr. 46min.

High water—Morning.....6hr. 55min.

Afternoon.....6hr. 26min.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	(MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.)	Thursday, 2nd March, at 4 P.M.
OMI MARU	(NAGASAKI, KOBE and YOKO.)	Friday, 3rd March, at 1 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c. apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 15th February, 1899.

[6]

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,

SOLE AGENTS.

Hongkong, 9th December, 1898.

[1399]

J. J. CARNAUD, 3, rue d'Argout, PARIS.

TIN BOXES

STAMPED ARTICLES

FOR

MILITARY EQUIPMENT

M. OPPENHEIMER & Co, Paris.

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA," FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 20th February, 1899.

[4]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLARK."

FROM ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd proximo will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd proximo, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd January, 1899.

[255]

CARLOWITZ & CO. VENEZIANI'S

Used for over 20 years.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agent for China, LITIGENS, EINSTEIN & Co., Hongkong, 4th September, 1896.

[19]

F. BLACKHEAD & CO., SHIPBUILDERS, SHIPMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, ROPE MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINIK'S PATENT MOTOR LAUNCHES.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896.

[39]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. C. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897.

[11]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—(6,000 Tons—10,000 Horse Power—Speed 19 knots.)

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN, Comdr. Gen. A. Lee, R.N.R., WEDNESDAY, 15th Mar., 1899.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 5th April, 1899.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peddler's Street.

Hongkong, 14th February, 1899.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, HONOLULU AND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Saturday, 4th March, at Noon.

AMERICA MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Thursday, 30th March, at Noon.

HONGKONG MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Tuesday, 25th April, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 4th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, LILY, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th February, 1899.

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MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG AND all Ports in JAPAN.

Agents—

Milki Coal Mines.

Ohnuma Coal Mines.

Canada Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kaneaguchi Cotton Spinning Mill, Japan.

The Milke Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 11th December, 1895.

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Mails.

NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERICA LINE.

(Fast Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SILESIA	HAVRE, HAMBURG/BREMEN.	About 13th March. Freight and Passage.
Belton	(LONDON with transhipment in HAMBURG)	March. Freight.
SUEVA	HAVRE, HAMBURG/BREMEN.	About 22nd March. Freight.
WITTENBERG	(LONDON with transhipment in HAMBURG)	About 30th March. Freight.
NURNBERG	(LONDON with transhipment in HAMBURG)	About 8th April. Freight.
V. Binzer	(LONDON with transhipment in HAMBURG)	April.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 11th February, 1899.

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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Tuesday, 14th March, at Noon.

City of Peking, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Saturday, 8th April, at Noon.

China, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Tuesday, 2nd May, at Noon.

THE U. S. Mail Steamship

"CITY RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on TUESDAY, the 14th March, at Noon, taking Passengers and Freight, for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 21st February, 1899.

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CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Mar. 15.

Carmarthen, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Mar. 21.

Carlisle City, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, April 15.

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on WEDNESDAY, the 15th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full; value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, Hongkong, 17th February, 1899.

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OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, To-morrow, 26th Feb., at Daylight.

Coptic, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Tuesday, 21st March, at Noon.

Guelic, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Saturday, 15th April, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, TO-MORROW, the 26th February, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th February, 1899.

[2]

NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADED, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, CALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON.

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Sachsen, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Wednesday, 1st March.

Bayern, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Wednesday, 29th March.

Prinz Heinrich, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Wednesday, 26th April.

Preussen, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Wednesday, 24th May.

ON WEDNESDAY, the 1st day of March, 1899, at 9 A.M. the Company's Steamship "SACHSEN" Captain H. Supper, with MAILED PASSENGERS, SPECIE, & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 27th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than 22.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further particulars, apply to MELCHERS & Co., Agents.

Hongkong, 1st February, 1899.

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